

A SALE OF GREAT MAGNITUDE

WHY IS IT SUCH A GREAT SALE?

Simply because it is a Bankrupt Sale of Fine Goods, bought at Sheriff's Sale at such a Terrible Slaughter that we are enabled to throw the whole stock on our counters Tomorrow, and offer them at such low figures, that we will be able to say when our sale is over, that we have had the Greatest Sale (Loyal L. Smith excepted) that was ever held in Omaha.

GENTLEMEN'S FURNISHINGS!

E. & W. COLLARS, 9c.

An elegant line of Gents Neckwear, in Ties and 4-in-Hands At 49c, worth \$1.

An endless variety of **CUFFS and COLLARS** Buttons, Scarf Pins, etc., at One-Third Usual Price

Gents, all wool natural gray **UNDERWEAR, 99c, Regular Price \$2** These goods are fine enough for anyone to wear.

FOR 99c

We will sell the finest grade of gents' all wool scarlet

Shirts and Drawers,

Any of our competitors will ask you \$2 for the same.

Gents' Lined Cloves

59c, worth \$1.25.

A better one at 79c, worth \$1.50.

Dress Goods.

All the goods sold in this stock at 50c to \$1.00 per yard, will be slaughtered at this sale for 29c.

Elegant all-wool Ties at 39c.

The finest Henrietta, 43 inches wide, at 89c, Worth \$1.50.

Sold previous to this sale by the owner at \$1.75.

Broadcloths

In all the new colors at 89c,

Sold previous to this sale by the owner at \$1.75.

MILLINERY.

\$2.00

FELT HATS

At 49c.

CHOICE OF ALL TRIMMED HATS IN OUR STORE, \$4.98. THEY ARE WORTH UP TO \$20.00.

STONEHILL'S, 116 and 118 16th-Street.

DOMESTICS.

BEST CALICO,

2 1/2c Yard.

GOOD

Cotton Flannel,

At 3 3/4c Yard.

Was retailed at 10c; that's what it will be marked, 10c, but you can buy it at 3 3/4c.

Fruit of the Loom Muslin,

Lonsdale Muslin,

IN THIS GREAT BANKRUPT SALE

6 3/4c Yard.

INDIGO BLUE

Dutch Colony Calico

7 1/2c yard; worth 12 1/2c.

CLOAKS.

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They Will Have to Go.

We had a big stock previous to receiving the last lot and now have about twice as many as we could handle under ordinary circumstances, but we shall sell them all regardless of cost or quantity.

Ladies' Newmarkets, the latest styles and stripes and checks, \$6.79; worth \$12.

At \$11.98 we will give you a fine plush sacque worth \$25.

At \$26.95 we offer a short seal plush wrap, plucked otter ball trimming, collar and cuffs of same material. This garment was formerly sold at \$50.

Choice of our Children's Cloaks, from \$5 to \$7.50, for \$3.95. Choice of those above this figure at \$4.95.

Ask to see these Great Bargains.

From America to China by Rail—More than a Possibility—Prepare for the Blizzards—Experiments with Snow-plows.

To Peking by Rail.

San Francisco Examiner: "Not long ago," said John W. Webster, of Kansas, last night, "I noticed a floating newspaper paragraph headed, 'To Peking by Rail.' It referred to an all-rail route from Vancouver, B. C., via Cape Prince of Wales, across Behring Sea, down the coast of Asia."

"I want to say that this scheme is not as visionary as it might seem. I have been in Siberia a good deal, and am only five months from there. I just got here a week ago. This route is a perfectly feasible thing, and it will be built. The Russians are now constructing a road to Irkutsk, Siberia, and it is the intention to extend it to connect with the line from East Cape, on the Asiatic side, to a distance of 1,000 miles."

"Now, the snow on the Alaska side is not bad. It does not get very deep along the coast at any season of the year. The Japan currents fix that, as is well known, the winters at Sitka, Fort Wrangel and all along there being very light."

"As for the Behring Straits, they are but thirty miles wide, and for a good deal of the year boats could easily run, but as the straits are dotted with islands the boats can be laid upon them, and the intervening points bridged. The depth of the water at no point is over twenty fathoms, and this presents no difficulty that cannot be overcome. From Cape Prince of Wales to Peking is but 1,000 miles. What is that, when it comes to railroads?"

"I had been several times at Peking and Yeddo, through which the Minneapolis parties, now projecting this enterprise, intend to run. I have also been down the Himalaya mountains, through what is known as the most frozen and desolate regions of Siberia, and I can safely assert that the products of the country will abundantly justify the cost."

"There are coal, iron, timber and furs, and you get down a little further and you strike the great wheat belt of Russia. Down further and you get into the mid regions of Japan, and China, with their vast areas of rice and other Mongolian products. It is a rich country, with vast resources, great inherent wealth, and everything that would justify such a project."

"The world is skeptical, but just as sure as the world moves that road will be built, and it will carry thousands of passengers and millions of tons of freight, and it will pay. Ten years will see it completed."

He Wanted It.

Chicago Tribune: "Is it possible, sir," said the visitor, as he looked at a specimen in the museum of the Scientific association, "that this is a petrification?"

"Yes sir," replied the custodian, with a pardonable pride, "that is a genuine petrified ham."

"Is it for sale?" demanded the visitor, excitedly. "If it is, I want it, I don't care a darn what it costs!"

"(You have guessed correctly. He was the proprietor of a railway eating house.)"

Bring on Your Blizzard.

New York Telegram: If a blizzard comes along this year it will find the

big trunk lines prepared to receive it. Several of the officials of the department of motive power have been inspecting various kinds of snow plows, and many experiments have been made. One very interesting experiment, made not long ago in New York in the presence of a large number of railroad officials, was with shaved ice, which was as near real snow as could be had at that season of the year. The officials of the Pennsylvania seem at last to have hit upon just the kind of a locomotive plow they want. It is in use in the northern part of New York, and officials from the Altoona shops have been detailed to make a final and complete examination.

A prominent officer of the Pennsylvania Railroad company says that this steam plow was used very successfully by the railroads in the northern part of New York, where large snow-drifts are no novelty, and nothing can be done until the report is made by the Altoona officials.

It is also proposed by the Pennsylvania Railroad company that this steam plow be used very successfully by the railroads in the northern part of New York, where large snow-drifts are no novelty, and nothing can be done until the report is made by the Altoona officials.

Between Harrisburg and Altoona are several canyons and in every snow storm these places fill up very much, often causing the trains to be hours late. It is thought that at these places sheds like those on the Northern Pacific will be erected and these in a measure will make traveling during a snow storm more certain.

Another Pennsylvania official said that in 1855 there was a snow storm, and if anything more severe than the one in 1888, and during all this interval (thirty-three years) this part of the country has been free from blizzards. "But this," said he, "is no criterion, and though we do not expect a repetition of last March, we are getting ready to meet one if it should come, and if it does it will not have so much fun with us."

Keep to the Left.

Philadelphia Record: "Keep to the left" is the direction for engineers on a few railroads in this country, but with the great majority all trains use the right-hand track. It is an English adaptation, but has not met with professional favor in the United States. On the Reading's lines some confusion is caused by the fact that certain trains use both systems in different portions of their runs. Whatever be the explanation, there are only a few double-track lines in the United States which copy the English system. Among the number are the Lake Shore, Reading main line and the Old Colony. When the Pennsylvania road secured its Amboy division the practice on that route was for trains going eastward to take the northern track, but in order to secure uniformity throughout the system the rule was reversed. The English system in vogue on the main stem of the Reading road is not used on any other lines of that company. It was not so long ago that on the road to Pottsville the tracks crossed one another at two points—Phoenixville and Reading—but this dangerous form of grade crossing has now been done away with. The reason for the anomaly was that when a second track was originally laid a bed could only be secured at some points by cutting further into the wall of rock rising from the Schuylkill. The other method was therefore adopted of filling in on the river side. From this combination system it re-

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Ladies' and Children's UNDERWEAR!

Ladies' Jersey Ribbed Vests, 29c.

Ladies' fine Camel's Hair Underwear, 49c.

Extra fine Red All Wool Vests and Pants, 69c.

Ladies' Fine Merino Underwear at 39c.

Children's Underwear at 9c.

Extra fine All Wool Underwear for Boys and Girls, 19c.

Rise 5c a size; worth almost double. Children's Gray All Wool Underwear at 1 1/2 Usual Prices! A lot of Boys Shirts and Drawers at 25c.

Worth 75c.

Worth \$1.25.

Worth \$1.25.

Worth 65c.

Rise 4c a size.

Worth 75c.

Worth 75c.

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A BIT OF STRIKE HISTORY.

Some Interesting Facts Connected With the Burlington Troubles.

NEW NEBRASKA ENTERPRISES.

Matters in the District Court—More About the Hog Inoculation Scheme—The Labor Bureau's Work—Lincoln Notes.

LINCOLN BUREAU OF THE OMAHA BEE,

1229 N. STREET, LINCOLN, DEC. 8.

There are many interesting facts concerning the great Burlington strike which have never been given to the public, and the true history may as well be written now as at any other time. On the 27th of last February 230 engineers perpetually quit work on the route of the Chicago, Burlington & Quincy railroad company. On the same date 288 firemen also quit their posts, and since then the Brotherhood of Engineers and Firemen have sustained them. Since the date on which the strike practically commenced the authorities of the road have employed 400 engineers, known as "scabs," who were sent on the state arrived at the world over, at a guaranteed salary of \$4 per day; that is, those who were employed immediately following the 27th. Schedule pay, however, was resumed on the 29th of May, when men were paid in accordance with schedules in effect prior to the date of the strike's commencement. Pilots were sent with engineers unacquainted with the road at least two round trips, but they were not used regularly and no date can be given when they were discharged. Pilots were sent with engineers unacquainted with the road at least two round trips, but they were not used regularly and no date can be given when they were discharged. Pilots were sent with engineers unacquainted with the road at least two round trips, but they were not used regularly and no date can be given when they were discharged.

"I counted to the experiment because I had confidence in the intelligence of the institution," he said, "and Thomas came to me representing him."

H. H. Hess, of Surprise, Butler county, had his herd of 200 healthy hogs inoculated, and the results were most satisfactory. The inoculation was done by the method of Dr. Billings, and the results were most satisfactory. The inoculation was done by the method of Dr. Billings, and the results were most satisfactory. The inoculation was done by the method of Dr. Billings, and the results were most satisfactory.

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